

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER COROMANDEL.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-
From London, ex s.s. *Australia*.
From Calcutta, ex s.s. *Mulla*.
From Penang, ex s.s. *King Arthur*.
From Hongkong, ex s.s. *King Arthur*.
Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m. To-day, the 23rd Instant.

Goods not cleared by the 1st December, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, November 24, 1894. 2240

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Steamship *Arcturion*, Captain MAINT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Any Cargo impeding their discharge will be landed into the Godown of the HONGKONG and KOWLOON WHARF and GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 29th Inst. will be subject to rent.

All Broken, Chafed, and damaged Goods, are to be left in the Godown, where they will be examined on the 29th Instant, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.
Hongkong, November 24, 1894. 2224

STEAMSHIP ERNEST SIMONS.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Bordeaux, ex s.s. *Maurice Reunio*, will be informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk in the Godown of the HONGKONG and KOWLOON WHARF and GODOWN COMPANY, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before 11 a.m. To-day (Monday) the 21st Inst., requesting it to be loaded here.

Bills of Lading will be counter-signed by the Underwriter.

Goods remaining undelivered after Monday, the 28th Inst. at Noon, will be subject to rent and landing charges.

All Claims will be admitted on or before Monday, the 28th Inst., or they will not be recognised.

All Damaged Packages will be examined on Monday, the 28th Inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, November 21, 1894. 2119

INTIMATIONS.

THOMSON'S SLOTTED RIVETS.



FRM King attachments in the Manufacture and Repair of Handcarts, Bicycles, and other Goods made of LEATHER RUBBER, FELT, PAPERBOARD, SHEET IRON or WOOD.

This Rivet does not require a hole before, but a Burr after inserting in the hole as simply and as quickly as the driving of a nail. It makes a strong clinch on the opposite side of the Goods, without cutting away or weakening the material.

Can be had through all English Merchants and Storekeepers. Full description and Price List on application to the RIVETED RIVET CO., Ltd., 10, WOOD EXCHANGE, LONDON, E.C.

ASTHMA CURE.

GRIMAUD'S INDIAN CIGARETTES.

Recommended by Medical Authorities in Europe, Asia and America for the immediate relief of Asthma and Bronchitis, Cough, Laryngitis and Irritation of the throat.

Grimaud's Cigarettes ease the feeling of tightness across the chest, and give a refreshing feeling of repose and comfort, so that you need not neglect your business or sit up all night gasping for breath for fear of suffocation.

Directions for use enclosed with each box.

BETTER THAN GONAIKA MATICO.

GRIMAUD'S INDIAN CIGARETTES.

Renowned Physicians prescribe Grimaud's Cigarettes as the most effective remedy in the treatment of Acute and Chronic Coughs, Croup, Whooping Cough, and all other affections of the throat and chest.

MATICO INJECTION is used in the treatment of Gonorrhea and other venereal diseases.

For further information apply to the RIVETED RIVET CO., Ltd., 10, WOOD EXCHANGE, LONDON, E.C.

Shipping.

Steamers.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Hongkong*, Captain MAINT, will be despatched for the above Ports on SUNDAY, the 27th Instant, at Daylight.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, November 2, 1894. 2228

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Myrmidon*, Captain MAINT, will be despatched for the above Ports on MONDAY, the 28th Instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 23, 1894. 2229

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Heimann*, Captain DOUGLAS, will be despatched for the above Ports on TUESDAY, the 28th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURENCE & Co., General Managers.

Hongkong, November 25, 1894. 2241

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Lightning*, Captain J. G. SPENCE, will be despatched for the above Ports on THURSDAY, the 1st December, at 3 p.m.

For Freight or Passage, apply to DAVID BARSOON, SONS & Co., Agents.

Hongkong, November 24, 1894. 2240

GLEN LINE OF STEAM PACKETS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Glenary*, Captain FRANK, will be despatched for the above Ports on or about the 14th December.

To be followed by the S.S. *Emerald*, to sail about 31st December, 1894.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, November 14, 1894. 2128

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling in PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

The Steamship *Arcturion*, Captain KOCK, will be despatched for the above Ports on or about the 14th December.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 23, 1894. 2284

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Chartered Steamship *Endicott*, Captain P. SCHUBERT, will be despatched for the above Ports on or about the 14th December.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, November 4, 1894. 2110

Mitsui Bussan Kaisha.

No. 6, Lee House Street, Praya Central.

HEAD OFFICE:—TOKYO.

BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, Tientsin, Hankow and all Ports in Japan.

AGENTS:—

Mitsui Bussan Kaisha, Ltd., 6, Lee House Street, Praya Central.

YAMAGUCHI & CO., Ltd., 10, WOOD EXCHANGE, LONDON, E.C.

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YAMAGUCHI & CO., Ltd., 10, WOOD EXCHANGE, LONDON, E.C.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The s.s. *A.L. American Ship*, Captain ADAMS, having arrived will load for above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBERS & Co., Hongkong, November 5, 1894. 2118

FOR NEW YORK.

The s.s. *L.L. American Ship*, Captain MAINT, will have quick despatch.

For Freight, apply to SIEMSEN & Co., Hongkong, November 24, 1894. 2239

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailing from Hongkong:

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) TEUESDAY, Dec. 15, 1894.

Asahi Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, Jan. 14, 1895.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) TUESDAY, Feb. 7, 1895.

THE Steamship *NISSON MARU* will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th Instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Passengers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets are issued to Europe, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (at class rate) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's ships and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, November 2, 1894. 2169

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed Sailing from HONGKONG TO SAN DIEGO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc.

S.S. *Belgian King*, 379 Tons... Thursday, 15th December, at Noon.

S.S. *Corolla* (N.Y.), 3,002 Tons... About 14th January.

S.S. *Carmanthia*, 3,500 Tons... About 15th February.

THE Steamship *Belgian King* will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on or about THURSDAY, 15th December, at Noon.

Through Bills of Lading issued to any point in the United States, Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 4, 1894. 2128

NOT RESPONSIBLE FOR DELAYS.

Neither the Captain, the Agents, nor Owners will be responsible for any Delays contracted by the Officers or Crew of the following Vessels, during their stay at Hongkong:

TOKYO, HAWAIIAN LINE, Captain C. C. McClure—Standard Oil Co.

KANAGAWA, British ship, Capt. Charles Bostan—Standard Oil Co.

W. E. McClure, American ship, Capt. J. T. McClure—Standard Oil Co.

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YAMAGUCHI & CO., Ltd., 10, WOOD EXCHANGE, LONDON, E

A number of naval officers and midshipmen arrived today by the P. and O. steamer Sumatra.

Taoi Wo-loo, at present Consul at Shanghai, is relieved, and is succeeded by Li Kung-kau.

Advices from the north report the appointment, as Director of the whole of the mines in Chihli, of Chang Ying-nov, manager of the Keping coal mines.

It is intended to hold an Old Cheltonian Dinner in the Hongkong Club on Saturday, 8th December. Any O. C. wishing to attend, and who has not received the circular, is requested to send in his name to Mr. C. H. Nugent, R.N.

There are at present four German warships in the Harbour—the flagship Kaiser, cruiser Orion and Cormoran, and the gunboat Meteor. The Meteor has come up from New Guinea to winter here, as she did last year. She is employed as a surveying ship off the coast of New Guinea, where the conditions of life are somewhat trying for the officers and crew.

Special cars and launches will be run on Thursday morning next for the convenience of Peak and Kowloon residents attending St. Andrew's Ball. The hours will be published on the dance programmes. For the accommodation of Kowloonites, we believe a special "double decker" will leave Kowloon about twenty minutes to nine o'clock on Wednesday evening, a thoughtful arrangement by the management that will be much appreciated.

Patience Henry of Prussia is a passenger for Hongkong by the M. D. L. mail steamer Prinz Heinrich. It was intended that Prince Henry should come down to Hongkong in the Deutschland, accompanied by the Kaiser's Augustin and the Gefin early in December to await the arrival of his consort, but the unforeseen mishap to the Kaiser may upset the arrangements. As yet, however, no change has been made, and we are sure Prince Henry will be heartily welcomed back to the Colony.

At the Magistrate's today, Commander W. C. H. Hastings reconsidered his decision committing a godown keeper, another Chinaman and the master of a passage boat, for the extensive robbery of cotton yarn from the premises of the Hongkong and Kowloon Wharf and Godown Company on 20th October. The prisoners stole cotton to the value of \$450. Sergeant Courlay, however, effected the recovery of the cotton. The prisoners were each sentenced to six months' imprisonment.

The Hon. Treasurer of the Alice Memorial and Netherloft Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kwong Wing Sang	20
Chow Hing Kae	10
Ho Yee Tin	5
Kwong On & Co.	5
Kwong Lee Yuen	5
Wing Cheong Tai	5
Kwong Cheung Tsang	5
Ng Seng Yee	5
Comp. Humphreys & Co.	5
Wa Kee & Co.	5
Subs. under \$5	53

On Monday afternoon, on the Happy Valley, the Hongkong Football Club will play the Garrison under Rugby rules. Kick-off at half-past four sharp. The Club will play in Colours and the Garrison in white.

Club—B. James, H. C. B. Hancock, P. A. Cox, O. E. Thomson, G. Brown, G. Pabington, E. E. Deacon, A. G. Ward, L. C. B. Edmondson, A. J. McClure, C. Stockwell, B. W. Morrell, A. S. Anton, J. S. Bruce, and F. H. Reynolds.

Garrison—Pte. Hollingsworth, K.O.R., back; Lieut. Davies, R.A.; Lieut. Campbell, R.A.; Lieut. Wakefield, R.A.; and Lieut. Colville, R.A., three-quarters; Lieut. Shawell, R.A.; and Lieut. Thomson, R.A., halves; Lieut. Castle, R.A.; Lieut. Izat, R.A.; Lieut. Parker, K.O.R.; Lieut. Thrupp, K.O.R.; Lieut. Bannerman, R.E.; Lieut. Ruddle, R.E.; Lieut. Living, R.A.; Capt. Thwaites, R.A., forwards.

Vessels at the Dock:—At Keelock:—Island Pona, Haiphong, Tartar, H.I.G.M.S. Kaiser, Hohao, H.M.S. Archer, Hongkong.

Osmonition—Hongshan, Rehlia.

Aborden—Danta.

A very good ride has been accomplished by W. Cowie, a Scotch cyclist. On enroute the 100 miles Scottish road record, he had not only covered the previous best of 51 mins., covering the distance in 4 hrs. 16 mins. 29.35 sec., but also reduced A. A. Chas's world's record for 100 miles.

In connection with the sheriffs of London this year, while Mr. Dowse, one of the retiring sheriffs, is an extensive proprietor of whisky, his successor, Colonel Probyn, is the proprietor of an old and high-class mineral water factory. Hence the joke is being circulated that the two sheriffs outgoing and incoming, represent whisky and soda.—Western Mail.

A Hancow dispatch to the Overseas Chinese states that Governor Liao of Ching has received a notification from Director-General Shing to the effect that the contracts for the railway between Soochow and Hangchow and Ningpo and Shanghai have been given to Messrs. Jardine Matheson & Co., and requesting that proper protection and assistance be granted the Company's Engineers, etc., in the prosecution of their work. The Chinese manager of the railways in Ching province has also been appointed by the Director-General in the person of Tse Pao, a son of the late Governor of Kiangchow.

THE FORWARD POLICY.

BRITISH OCCUPATION OF THE CHUANAN GROUP.

ASSEMBLY OF THE BRITISH FLEET AT TINGHAI.

(Special Telegram from Our Own Correspondent.)

SHANGHAI, Nov. 20, 4.5 p.m.

Vice-Admiral Sir E. H. Seymour, Commander-in-Chief, has hoisted the British flag at Tinghai, proclaiming the British occupation of the Chuanan group.

There are eight warships assembled at Tinghai.

ACCIDENT TO THE 'CHUNSHAN'.

BADLY DAMAGED ON COROR SHOAL.

(Special Telegram from Our Own Correspondent.)

AMOI, Nov. 20, 12.20 p.m.

The steamer Chuanan (Captain Mosser), belonging to Messrs. Bradley and Co., struck the Coror Shoal, as she was leaving Amoy Harbour bound for the coast.

The bottom plates were badly damaged. The steamer has returned to Amoy and will dock here.

REUTERS' TELEGRAMS.

(Supplied to the 'China Mail'.)

LONDON, 20th November, 1898.

CRETE.

The appointment of Prince George of Greece as Commissioner-General of Crete is hanging fire, pending a final arrangement about the Turkish flag.

THE UNITED STATES AND THE PHILIPPINES.

A Washington despatch announces that 'the open door' in the Philippines means applying the American tariff to all countries alike, including America.

ITALIAN FINANCES.

The Italian budget is gloomy. The financial year has closed with a deficit of a million lire, and the estimated deficit for 1899 is fourteen million lire.

CENTRAL AFRICA.

A British expedition from Uganda has advanced northwards, and established posts at Weddell, Dufleh, Tifao and Fatiko.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 20th at 11.30 a.m. The barometer is rising on the China coast with high pressure covering Central China. Pressure is probably in deficit over W. Japan. Gradients rather steep with very strong monsoon along the coast and in the N. part of the China Sea. Forecast:—fresh N.E. winds; fine.

ALLEGED CORRUPTION IN THE SANITARY DEPARTMENT.

DEPENDANTS COMMITTED FOR TRIAL.

At the Magistrate's today, before Commander W. C. H. Hastings, Acting Police Magistrate, Frederick Howard Kew, clerk, and Lo Wing, messenger, were brought up on remand, charged with attempting to obtain a bribe of \$15 from one Au Ping Kwan, of No. 127 Hollywood Road, with a view to influence their conduct as public servants and to induce them to do so, contrary to their duty, and contrary to the rules of honesty and integrity.

Captain Superintendent F. H. May conducted the prosecution. Mr. J. J. Francis (instructed by Mr. E. J. Grist) appeared for the defence.

Mr. Francis asked if his Worship had made up his mind to commit the case for trial.

The Magistrate said he was not committing the case.

Mr. Francis said he had nothing further to say, but he wished to propose to cross-examine any more of the witnesses, or to call evidence for the defence.

Mr. May said he would like to recall Dr. Clark.

Mr. Francis said he understood Dr. Clark was to be recalled for the purpose of vindicting Mr. Pang's character, and objected to the witness being recalled.

Mr. May said he wished to question Dr. Clark as to whether he said Mr. Pang was involved in the Wu Liao bribery scandal.

Mr. Francis—He said nothing of the kind—good, bad or indifferent. He said it had been suggested to remove him to another department, and that had occurred at a time when there was trouble in the Sanitary Department.

Mr. May—The impression left on my mind was that the bribery referred to was the gambling scandal. I would ask the Magistrate to ask Dr. Clark if it was in connection with bribery. Bribery is a strong term, and in this particular instance it is too strong.

Mr. Francis objected to the witness being recalled to give evidence in vindictive of Mr. Pang's character. That had no bearing on the case.

Mr. May—I would like to ask what were the circumstances, whether they were connected with the bribery or not?

Dr. Clark—It was alleged that Mr. Pang was financially concerned in a certain contractor's business, and that he made use of his official position to further the interests of that firm. An inquiry was held, and the allegations were not proved.

Mr. May—That really your Worship.

Mr. Francis had no questions.

'FRAGRANT WATERS' MURMUR.

That I was the first to sing in Singapore has remained the same conclusion between the Right Hon. J. Chamberlain's idea and that of Lord Charles Bunsford as to the combination of all the four principal commercial nations.

That your Singapore contemporary rather tells the noble Bunsford for having suggested this so-called 'plan' as his own, when, as hinted, he must have been joined with the Right Hon. J. Chamberlain before leaving England.

That this may or may not be, but anyway it clearly shows that Lord Charles, as he himself said, was not out here with a view measure only.

That he is bent on leading the Government at Home, as well as the people, in clear enough, and there is little doubt the Government in power understand the mission.

That, as to the existence of any so-called 'plan' of a commercial alliance, however, no thinking man who has watched events here in the further East can have had the slightest doubt all along about the necessity for Great Britain, the United States, Germany, and Japan going together.

That the drop-in-the-manger policy followed by Russia and France in all commercial matters could not be a satisfactory one for these four Powers to follow.

That the announcement of such a combination means nothing more than a confirmation of what has been repeatedly stated in your editorial columns and by every public man who takes an interest in the Far Eastern policy.

That I very much doubt the statement made by Reuters, to the effect that the United States have offered twenty million dollars for the Philippines, and my doubt is intensified by the feeling that the call is a magnificent offer does not become apparent.

That, as the proceedings of the Paris Congress are private, considerable caution should be observed in accepting any of the reports concerning it.

That I was very pleased, and I fancy most of the residents here were glad, to see your remarks concerning General Blake's telegraphic address at the Legislative Council.

That we need be none the less hearty in our welcome to Sir Henry Blake because of our sincere and genuine regrets at losing General Blake.

That the worthy gallant General has combined the duties of the civil and military interests of the Colony during this year in such a way that the foundation has been laid for many important advances affecting the welfare of Hongkong.

That Sir Henry Blake comes with a good reputation for thoroughness and energy, and no one will deny he has some enough for his activity in this period of the Colony's history.

That meteorologically the new Governor struck our island under the most favourable conditions, and his arrival was hailed with the hope of the entire community undoubtedly is that he will find his stay here pleasant to himself and of benefit to the interests of all concerned.

That the landing was a very pretty sight—bright uniforms, cocked hats, and (ah! I say it) no less than six and twenty chimney-pots hats.

That as I have said, every one hopes the words used by the new Governor when taking the oath of office will be fully verified.

That one small incident of the landing should be noted, because by a mere chance only the Chinese Judges of the P. were included in the party at the wharf.

That it was merely a misunderstanding or ignorance on the part of the Police who were keeping the rear door closed, but nevertheless such bungles ought assuredly to be avoided, as they create unnecessary friction.

That the Chinese J. P.'s were requested to be present to receive the Governor, and for some time they were kept outside the wharf, until a European friend called the Registrar General's attention to the fact.

That then everything was done to smooth over matters; but these things should not be permitted to occur.

That one of the chief reasons which we have been led to believe will engender the attention of the Sanitary Board.

That the biggest question of administration may possibly be the organisation of the new territory in Kowloon, but for Hongkong itself, the Sanitary Board is all-important.

That I have already expressed astonishment why the new Ordinance, which tends more to expose all security in Chinese house property than any other Bill, should have been rushed forward before the reconstitution of the Sanitary Board was effected.

That I have no consideration for property-holders who own and let tenements which are not fit for human habitation: that such a consideration deserves no compensation, and they should be simply compelled to rebuild their houses.

That there are other landlords who have tried to comply with the requirements of the law, and now find changes introduced which, in not a few cases, mean practical annihilation.

That it is all very well to speak demagogically of compensation, but no compensation clause is to be found in the Bill, and no sliding scale, or line drawn between unhabitable and habitable houses.

That the truly Irish style in which the Ordinance was introduced to the Council, may explain much which now seems dark and unsatisfactory.

That the Hon. F. H. May, in presenting the measure, directed some of his remarks to picking holes in the Bill, and pointing out its inconsistencies and manifest contradictions.

That this first may enable property-holders to take heart of grace, as it shows the Government do not mean to be unreasonable.

That, while (as I have said) no honest friend of this Colony can sympathise with the heartless landlord (or agent) who allows human beings to live in pigeries, the Government must bear in mind that which which is a perpetual or periodical interference with the state of fairly sanitary tenements.

That the lack of finality in such reforms—the eternal tinkering with house construction—is fatal to permanent residence.

That while every thinking resident recognises the necessity for sanitary reform, and a watchful inspection of houses, the attempt made by the Sanitary Board to effect these purposes by the recently introduced Ordinance, is not a brilliant success.

That water-carriers are badly wanted in the Central District.

That referring to the pinnacle rock which ploughed up the flagship Kew, a correspondent suggests the existence of some ugly rocks within the limits of Hongkong Harbour.

That they should be promptly blown to pieces.

That the death of James V. of Scotland, and the rebellions which followed, nearly extinguished the order, which was revived on the 20th of May, 1627, by James II. of England, in letters patent bearing the great monarch's reign, the order again fell into disuse, but was re-established by Queen Anne on the 21st of December, 1703, and it was ordained by statute that the number of knights should be twelve besides the sovereign, making in the whole thirteen.

That in 1827, for some mysterious reason, the number was raised to sixteen (the present number), not including princes of the blood, thereby doing away with a great deal of the sentiment attaching to 'The Most Ancient Order.' 'Twas a pity.

That the Great, on his return from his first expedition in 1628, created an Order of St. Andrew, this saint being chosen as patron from the Russian tradition that he introduced Christianity among them. The order again fell into disuse, but was re-established by Queen Anne on the 21st of December, 1703, and it was ordained by statute that the number of knights should be twelve besides the sovereign, making in the whole thirteen.

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SCOTIA'S TUTORIAL SAINT.

Ask the average Scot how St. Andrew became the patron saint of Scotland, and you will find that the usual answer is that he does not quite know, but that he knows St. Andrew was crucified on a cross in the form of the letter X, and that is all he can tell you.

We know from Scripture that St. Andrew was the first disciple of Christ, and was afterwards chosen as one of the twelve apostles. Particulars of his later life are far from authentic and are more or less legendary. We may, however, give credit to the statement of Eusebius in his Ecclesiastical History where he states that when the apostles arranged the objects of their mission for the propagation of Christianity, Andrew made choice of Scythia. In this connection, it may be mentioned that the Sunday nearest St. Andrew's Day is set apart in most Christian churches throughout the British Empire as a day of Intercession for Missions.

The Acts of the Pastors of St. Andrew in which is related an account of his martyrdom at Patras, in Achaia, and which is supposed to have been written by the priests of that country has long been considered by the best critics to be unworthy of credit. Dr. Ross (a prominent authority at the beginning of this century) says:—

'This work was not cited till the seventh century, and neither its doctrine nor language agrees with those of the early ages. Besides, these Acts of St. Andrew are not found in any of the ancient catalogues of the sacred books, nor are they appealed to by any Christian writers, nor read in any of their assemblies, but, on the contrary, expressly condemned as an impious forgery by every one who has mentioned them.'

The Gospel of Andrew and other books that have been ascribed to him, being, however, to the same class of apocryphal writings. The relation of these who say that he was crucified on a cross in the form of the letter X (hence vulgarly called St. Andrew's cross), or on an olive tree, which others have asserted, is entitled to no credit; nor indeed is it certain that he was crucified.

According to Jerome, his body was removed with St. Luke's to Constantinople in 527 A.D.

It is, nevertheless, on this legend of a crucifixion that the fact of St. Andrew being the patron saint of Scotland rests, and the story is as follows:—

St. Regulus, a Greek of Achaia, had a vision in which he was warned to leave his native country and visit Albion, then known to be the remotest part of the world. He was shipwrecked at Muckros, in the Kingdom of the Picts, in 307 A.D., and was kindly received by the king. The latter built a church near the spot, which he called St. Regulus, and the first Christian priests of the country were established there. This church (to quote Ross again) was supposed in the Kingdom of the Picts, and Angus the king ordained that the cross of St. Andrew should become the badge of the country. St. Regulus, as the legend runs, having brought with him the arm bone, three fingers and three toes of St. Andrew. In 518 A.D., an episcopal see was established at the present site of St. Andrew's, and the bishop was styled 'Maximus Scotorum Episcopus.' This see contained the greatest part of Fife, with a part of Perth, Forfar and Kinross, and a great number of parishes and churches in other dioceses.

This then is the legend of the Scottish flag, and some 250 years later the Order of The Knights of St. Andrew (or The Thistle, as we know it) was established. (Most modern books of reference give the date of its institution as 1540 A.D., but there is ample evidence to show that it was established as far back as 787 A.D., and was restored in 1540. Achaia, King of Scotland, after defeating Athelstan, King of England, established the order, and went with his knights in solemn procession to the Kirk of St. Andrew, to thank God and his apostle for his victory, and vowed that they and their posterity should ever have the figure of that cross in their ensigns and banners.

Rees says these knights held 'their solemn meeting annually on St. Andrew's Day, in the church of the town dedicated to his name; at which the knights, thirteen in number, in allusion to our Blessed Saviour and the twelve apostles, were richly habited, and wore their thirteenth as a saintly vestment. St. Andrew's cross enfleur'd in centre, with a crown composed of five flowers.'

The addition of the fleur-de-lis to the royal lion of Scotland is explained by the fact that at that time Scotland had an offensive and defensive alliance with Charlemagne of France, and the order had, in addition to the existing motto *Nemo me impune lacessit*, the French motto *Pour moi la France*.

The death of James V. of Scotland, and the rebellions which followed, nearly extinguished the order, which was revived on the 20th of May, 1627, by James II. of England, in letters patent bearing the great monarch's reign, the order again fell into disuse, but was re-established by Queen Anne on the 21st of December, 1703, and it was ordained by statute that the number of knights should be twelve besides the sovereign, making in the whole thirteen.

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NOTICE.

I HAVE this Day Established myself as ACCOUNTANT and AUDITOR. Accounts kept and adjusted. Balance Sheets drawn up, and full Accountant's work and Valuations.

Wm H GASKELL.
Letters should be addressed care of Hongkong Hotel.
Hongkong, November 15, 1898. 2178

THE GREAT EASTERN AND CALDONIAN GOLD MINING CO., LIMITED.

IN Accordance with This Company's Articles of Association, INTEREST in the Shares of \$100 each per Annum is being Dividend on all Unpaid Calls.

LUTGENS, KINSMAN & CO.,
General Agents.
Hongkong, October 5, 1898. 1858

A. B. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1898, at the Rate of FIFTY PER CENT (or 5%) on the Capital of the Company will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 23rd Instant, on WARRANTS to be obtained from the Under-Signed. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date. The Receiver of Shares will be CLOSED from SATURDAY, the 19th Instant, till WEDNESDAY, the 30th Instant, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order,
A. H. MANOELL,
Secretary.
Hongkong, November 10, 1898. 2146

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FRESH AUSTRALIAN STREAKY BACON.

Also,
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Hongkong, November 23, 1898. 2132

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SITUATION as OFFICE ASSISTANT or CLERK in Hongkong or an Out-Port. First-class references. Knowledge of Chinese.

Apply to
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THE GREAT EASTERN AND CALDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that the FINAL CALL of \$1.00 per Share on Shares numbered

24,251-24,300	44,300-44,405
24,351-24,500	46,700-46,805
32,501-32,700	49,400-49,505
33,501-33,600	50,330-50,385
33,701-34,000	50,886-50,985
34,101-34,500	58,426-58,445
34,701-34,800	61,740-61,770
35,301-35,400	63,271-63,295
35,701-35,750	63,721-63,762
38,890-38,925	64,346-64,385
39,870-39,925	65,296-65,345
43,821-43,870	67,306-67,345

must be PAID into the Hongkong and Shanghai Banking Corporation, Hongkong, or the Office of the Company, No. 7, Queen's Road, Central, Hongkong, on or before the 30th day of November, 1898, and a Notice is also hereby given that in the event of non-payment of such CALL, together with any interest, which may have accrued thereon, on or before the said 30th day of November, 1898, the Shares of Shares will be liable to be forfeited.

LUTGENS, KINSMAN & CO.,
General Agents.
Hongkong, November 20, 1898. 2178

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch Vessels to the Undermentioned PORTS on the DAYS named:-

FOR.	STEAMSHIP.	CAPTAIN.	DAYS.
SHANGHAI	Sumatra	T. WICKERSON	About 27th November.

NSAKI, KORE, & YOKOHAMA	Rohit	S. D. B. LOCKER	20th Nov.
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LONDON	Java	J. CHELSEA	About 2nd December.
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See Special Advertisement.

For Freight or Passage, and further Particulars, apply to
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
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OLD TOM AND DRY
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\$7.00 per dozen.

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AFTER-NOON TEA

AT THE

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in the READING ROOM, where the MISTRESS is in attendance Daily.

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OUR STOCK is now REPLET with the LATEST FASHIONS in
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KINGHORN & MACDONALD,
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LANE, CRAWFORD & Co.

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BREADALBANE HIGHLAND WHISKY.

These are the finest products of Scotland;

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Distilled and bottled by
HIRSH, WALKER & SONS, Limited.
Age and Purity Guaranteed by the Excise Department
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Caldbeck, Macgregor & Co.,
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A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY
Location, Commanding Magnificent View of the City and Harbour, the Mainland
of China, and Islands; cool southern breeze in Summer.
Well appointed Rooms, attentive Service and excellent Cuisine.
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'ORANGEBOON' is now Open; for Rooms apply to Manager, Peak Hotel.

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Anheuser-Busch:—
St. Louis Lager Beer

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DAKIN'S SINGLE SEIDLITZ
A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.

PURE VOLATILE
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AROMATIC
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Enriches the Blood, Strengthens the System, and imparts tone
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BEGGING!

BUT are just simply begging that you WILL NOT BE PUT OFF
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SCHLITZ BEER

IMITATION may be flattering, but we don't want it, and we are
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SCHLITZ MILWAUKEE BEER if you desire a
DELICIOUS DRINK?

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FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
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GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING,
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For Prices and further particulars, apply to

SHEWAN, TOMES & Co., General Managers.

STANDARD OIL COMPANY

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THOMPSON AND BEDFORD DEPARTMENT.

Have in Stock, and are now offering for Sale, a full line of

CYLINDER, ENGINE, MACHINE AND SPINDLE OILS.

MINERAL COLZA, (300° Fire Test),

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains,
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Crude, Refined, and Blended.

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CHINE, Contenant Les Leges
Ferdinand et Ligues 'glo' raphiques
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A Series of 19 Beautiful Views of
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